THE STATE CAPITAL.

Confirmations by the Senate-No Harbor Masters Yet.

Gossip About the New Charter.

THE ASTORIA BRIDGE.

WHITE AND BLACK HORSE CAVALRY.

ALBANY, Feb. 2, 1870. As I informed you in my despatch last night conarning the result of the Senate executive session o-day, Mr. D. C. Howell, of Steuben, was confirmed as Bank Superintendent, and Mr. G. W. Miller, o Rochester, as Superintendent of Insurance. Mr. Pearson, of Troy, as Capitol Police Commissioner, was also confirmed; but the hostility to the name of McConine for the same position remained, as I stated, unchanged, and he was accordingly laid aside. No new appointments by the Governor came before the Senate.

The new charter for the city of New York is the day's wouder here. It is canvassed on every side, gossipped about by people who do not under stand it, as well as by those who see that, in its present shape, it is only the skeleton of the charter to be enacted. It will probably be a month pefore it can become law. In the meantime it has to go through the ordeal of an overhauling in the Committee on Cities of the Assembly. Then the Committee of the Whole will have a rousing time r it. When it goes to the Senate it may be to fragments, so that its owners will recognize it. This is what gossip says at every street corner, and there is some truth in the surmises, for, as I already stated, numerous amendments are anticipated by the fathers of the bill. They have thrown out the plan—the details must be the work of legislation. There are undoubtedly many democrats who raise objections to many points in the charter. I could mention half a dozen who do not like the mode of half electing and half appointing by the Supervisors the inspectors and canvassers of election. Others complain that the general plan is too centralizing—that it gives too much power to too few individuals, which is undemocratic. This seems to be the principal objection. But, then, all these angularities of temper, of judgment and of the bill itself will be filed off when it becomes a subject of debate and amendment. If it comes not out of the furnace purified the legislators will have themselves to blame. ses, for, as I already stated, numerous amend-

comes not out of the furnace purified the legislators will have themselves to blame.

THE ASTORIA BRIDGE.

Genet's Senate bill to amend an act to incorporate the New York and Long Island Bridge Company to construct a bridge from New York to Queens county created a little buzz in the Assembly to-day. The bridge is to cross from Manhattan Island to Astoria, touching Blackweil's Island in its span. Considerable objection was made to the bill on a good many grounds. Genet was on the floor of the House moving anxiously among the members during the detate. Mr. J. B. Feansail, of Queens county, objected strongly to raising so much money as nearly two minions of dollars which the bill called for for this purpose, when the people of Queens county had sent in no petition in favor of the bridge. The third section of the bill appeared most objectionable. To this James Irving protested and moved that it be stricken out. The section reads:—Whenever \$200,000 of the capital stock of said company

Mr. Irving's motion was supported by Mr. Fields and other members, and the bill was finally pro-

MY. ACK HORSE CAVALEY.

Mr. Flelds, in his speech, said that he judged from the remarks of John H. White upon this bill that he belonged to the Elack Horse cavairy. Mr. White applied subsequently that he was informed just at that moment by a friend that the term "Black Horse replied subsequently than he was an opproblement by a friend that the term "Black Horse cavairy" applied to him was an opproblement on a party in that House hast cast was applied to a party in that House hast costs of which was supposed to be influenced in their action by personal and mercenary motives. Under these circumstances he felt disposed to resent the aliusion of his colleague from New York and to declare that he was never in his life influenced by personal motives in his public conduct. Tom Fields good-naturedly replied that he supposed the "Black Horse cavairy" was a myth, and in that sense he had need the term. He certainly theant no offence to Mr. White in his allusion to the "mjack" horse cavalry. Mr. White responded that although he did not like the idea of the gentleman from New York regarding him as a myth, he was glad that he gave him an honorable discharge from the Black Horse cavairy.

Jacobas' inspectors AND CANVASSERS' BILL went to a third reading to day in the Assembly after

went to a third reading to day in the Assembly after a brisk debate. It refers entirely, as amended, to the city of Brooklyn, and provides for the election by the people of inspectors and canvassers of elec-

The State Medical Society adjourned sine die today after electing the following officers:—President,
Dr. Gibson A. Dayton, of Mexico, Oswego county;
Secretary, Dr. William H. Bailey, of Albany; Treasurer, Dr. Jona V. Lansing, of Albany.
It is stated that Daniel C. Howell, of Steuben, was
to-day confirmed as Bank Superintendent, though
his name is not on the official list given to the press,
the appointment of issae McConibe as Commissioner
of the Capitol Police was, it is said, laid over.

NEW YORK LEGISLATURE

SENATE.

ALBANY, Feb. 3, 1870. REPORTS. By Mr. HUBBARD-For the removal of Hens by

ledgments against persons relieved by the Bankrupt By Mr. MURPHY-Amending the act requiring compensation for causing death by carelessness or hegiect.

compensation for causing death by carelessness or hegiect.

ASYLUM OF SISTERS OF CHARITY.

Mr. Tweed introduced a bill authorizing the city of New York to grant land in that city for the founding of an asylum of Sisters of Charity.

BILLS PASEED.

Relative to public health in New Girecht.

EXECUTIVE SISSION.

The Senate then went into executive session.

POLICE COMMISSIONER.

When the doors were reopened Mr. CREAMER priced a resolution that the Legislature shall on the loth of February at twelve o'clock, proceed to elect a Commissioner of Metropolitan Police, in the place of Joseph Bosworth, whose term expires March 1, 1870. "Tabled, under the rules.

BRECTION OF UNITED STATES BUILDINGS IN ALBANY, Mr. Banks' resolution requesting our Congressimen Mr. Banks' resolution requesting our Congressmen to favor the erection of United States buildings in albady was adopted. BEGENT OF THE UNIVERSITY AND FOLICE COMMIS-

Mr. MURPHY called up the resolution to elect a Regent of the University on the 10th of February, in the place of Samuel Luckey, deceased.

Mr. Craamen moved to amend by adding "to elect also a Commissioner of the Metropolitan Police in the place of Mr. Bosworth." Agreed to, and the resolution was adopted.

ASSEMBLY.

ALBANY, Feb. 3, 187 0. THE CANALS.

The Canal Board, in answer to a resolution of the House, reported that the cost of the completion of the Erie, Oswego and Champlain canals, according to estimates, was as follows:-Erie, \$2,418,620; Champlain, \$367,600; Oswego, \$124,000—total, \$2,910,220.
The Board also reported that the work should be completed in taree years.

PROTECTION OF WORKINGMEN FROM INJURY.
Mr. Figins reported a bill to protect the life and limb of persons engaged in mechanical and mining spectations.

eperations.

THE REPORT OF THE AMERICAN ISTITUTE.

In response to the resolution of the House, the Public Printer reported that the printing of the transactions of the American Institute for the year and the American Institute for the year and the American Institute for the year and the American Institute of the year and the American Institute of the year and the American School of the Institute of the Year and Year and

ending April, 1809, is delayed by the non-receipt of a part of the copy until January 22 last.

INSPECTORS AND CANVASSERS OF RECEIPTON IN KINGS COUNTY.

The House, in committee, resumed consideration of the bill to provide for electing inspectors and canvassers of election in Kings county. The bill was amended so as to apply to the city of Brooklyn alone and ordered to a third reading.

PRIVILEGES TO MEMBERS OF THE BAR OF POREIGN COUNTILES.

PRIVILEGES TO MEMBERS OF THE BAR OF PORTIGN COUNTRIES.

The bill to enable members of the bar of foreign countries who have declared their intention to become citizens to practice in the Supreme Court was ordered to a third reading.

BILLS INTRODUCED.

By Mr. CREAMER—Amending the charter of the Toung Men's Christian Association of New York.

By Mr. WOODIN—Amending the General Railroad Bonding law; also zmending the act to protect fruit growers against trespass. growers against trespans.

By Mr. MURPHY—Regulating the sale of intoxicating liquors.

Amending the Flatburn and New Utrecht Avenue

The BLAT RIVER BRIDGE PROJECT.
The bill amending the Long island and New York bridge.Company charter was considered in Committee of the Whole.

tee of the Whole.

Mr. PEARSALL, on behalf of Queens county, protested against this bill as a monstrous job.

Mr. Fields said a bill with a similar object passed last year, but the Governor objected because it gave the Supervisors of Queens and New York counties unlimited power to subscribe to stock. This bill insits the amount to be subscribed, and leaves it discretionary with supervisors to subscribe or not. He recarded the bill as entirely proper. He also regarded the bill as entirely proper. He also regarded the locality selected for this bridge as the most reasible one yet selected—the islands in the East river affording most excellent foundations for abunnemes.

and the second an amendment giving further discretionary power to supervisors and the Common Council, which was adopted, and then progress was reported on the bill, and the House adjourned.

CAYDY AND COSMETIC ADMITERATIONS.

Professor Chandler's Analyses-Ladic

Adorned with Gravestones.
Some weeks ago the Board of Health instructed Professor Chandler, chemist, to make analysis of candies and materials from which they are manufactured, cosmetics, hair dyes, &c. The Professor has been experimenting on over 500 samples, but only a few tests have been completed as yet. Twenty-two samples of the been completed as yet. Twenty-two samples of the best white suzar, twenty-two more white and twenty-two brown showed no adultorations. In twenty-two samples of flour tested no adulterations were discovered. Between twenty and tairty samples of cosmetics used by ladies for the complexion showed the principal ingredients to be lead and bismuth. Five samples of fly white, purchased by our fashionable ladies at high prices, to give a spirituelle appearance to their pretty faces, proved to be marble dust, or as Dr. Chandler facetlously calls it, pulverized gravestones. The testing of the samples on hand will likely consume several weeks yet. So far no specimens of candies have been analyzed,

LYNCH LAW IN TENNESSEE.

Shooting of Five Negroes. The telegraph furnished an account some days ago of the murder of Colonel Coleman, an old and estimable citizen of Carroll county, Tenn., and the subsequent capture and lynching of five negroes for the offence. The following account of the affair is from the Nashville Union and American, Janu-

ary 22:—
We have several accounts and quite full particulars of the taking out of jail and killing of the five negroes in Huntingdon, Carroll county, on last Tuesday night. The immediate cause of the drain of blood was the killing of Coleman on the Saturday night previous. From the information received we give the following, which is, no doubt, substantially correct:—

give the following, which is, no doubt, substantially correct:—

After killing Coleman the negroes went to a neighbor and burned ins fodder stacks and attempted to burn his house. A young man fired into them and ron them off and got their horses. The horses were taken to fluntingdon. This alarmed the murderers and a negro mained Mat Brown went to another old negro and told him if the inquiry was made he (an old Fayette negro) must swear that Mat stayed with him on the night of the killing of Coleman. The old negro told thus to the authorities, whereupon Mat was arrested. After his arrest, and being told what could be proved on him by Fayette, he confessed that he was there and told the maines of the others present, one of whom was named Aften Robinson. They were toen arrested—five in all. They confessed to the killing of Coleman, and also confessed going time ago to old man Bryant's and winpping him so severely that he died. They also went to a Mr. Melam's, pulled his daughter out of bed and treated her crueity, attempting to outrage her—always in disguise.

Mr. Mci.am's, pulled his daughter out of bed and treated her cruelly, attempting to outrage heralways in disguise.

They were put in prison, after an examination before a magistrate, and guards were piaced around the jail. About half-past nine o'clock the firing began—supposed to be by the guards on persons advancing. Twelve or litteen shots were fired in rapid succession. Then a volley of fifty guns, and then an order to enarge. Then there was stence for half an hour. The next heard was, "Into line!" the voices being those of young men. From fifty to seventylive shots were then heard all at once, at the word of command. Fifteen or twenty more shots were then fired at irregular intervals, and then the party was off. It was ascertained that one of the negroes was missing, who about twelve o'clock returned, and being discovered was shot and killed. The negro Brown, who was wounded in the thigh and had his ankle broken in the first shooting, was also finally killed. The party of men, unknown but undeguised, went to the jail in the quiet hours of the night and overcame the guards and forced the jail. They then took the negroes, five in number, from the custody of the jailer, and taking them a short distance from the town of liuntinguon shot them dead, the body of each being radied with builets. As the doom of the negroes was made known they freely and fully confessed to the murder of Colonei Coleman on last Saturday night.

Two Negroes Taken from Jall and Hung. [From the Nashville Union and American, Feb. 1.] ffrom the Nashville Union and American, Feb. 1.]
We are again called upon to record another deed
of summary punishment inflicted in a neighboring
towns Deplorable as such occurrences may be, and
unpleasant as is their recital, as public journanses it
becomes our duty to furnish the facts as they come
to us. We had hoped that after the saturnalia of
blood at funningdon, growing out of the flendish
atrocities that produced them, we would not near of
a repetition, or even causes likely to produce a repetition of such horrible scenes. The facts in the case
now under consideration are, in so far as we have
been able to gather them, about these:—
Certain portions of Wilson county have been long

a repetition, or even causes likely to produce a repetition of such horrible scenes. The facts in the case now under consideration are, in so far as we have been able to gather them, about these;—
Certain portions of Wilson county have been long intested with a pestiferous set of outlaws who have been steading, pillaging and committing all sorts of hemous outrages. Among them are a number of desperate negroes, who, boo indoins and trifling to work hard, resorted to stealing and pillaging is a means of subsistence. In some sections, in fact, as has been the case in other sections of the State, these high handed acts became so frequent and were perpetrated with so much audacity as to become insupportable. A snort time since two negro men, named respectively Jerry Young and Bob White, known to have been desperate and bad characters, who had been carrying on successfully their stealings for some time without being detected, stolesome horses and a lot of cotton from parties living not a great way from Lebanon. The two parties were arrested and on preliminary examination were put in the Lebanon jail to await further trial.

There being no particular exasperation manifested against them at the time of their incarceration no extraordinary precautions (the jail being a secure one) were deemed necessary either to prevent the escape of the negroes or to protect them from unsuspected violence. Between the hours of ten and trailve o'clock on Friday night, and nearer the latter hour, a party of men, numbering near thirty, surrounded the jail and called out the jailer. They then demanded of the jailer admittance to the jail and the keys. Not having the power to resist the demands were compiled with. On getting the key the party told the jailer to go back into his house and behave himself. They were undeguised and matte known their intentions at the time. The jailer having no discretion compiled with their demands. They then forced into the jail and look the two not have the party told the jailer to go back into his house and

The Negro Exodus prom Southside Virginia.—Persons arriving here by the Danville Railroad on Saturday report having as a fellow bassenger a colored man who seemed to be employed to encourage negro emigration southward. At every station he addressed the crowd of negroes assembled to meet the train, setting forth the glories of the sunny South, and representing it to be a land of milk and honey, corn bread and molasses, little work and big pay—this "land where the good darkies go." He succeeded in arousing no little enthuslasm among his auditors, even though his speeches had to be short. Giving notice that he would be along the same route and speak again on Tuesday, he will doubtless have more to hear him on that day. The sonthside farmers fear a direful result unless this tide of emigration can be stemmed. Though less has been said about it in the papers for the last week or two, the exodus continues and the number of emigrants daily increases. From Pittsylvania county we are informed that there are semi-weekly shipments, and the colonies average perhaps 200 persons, a large portion of whom are able-bodied laboring men or hearty women. Mecklenburg, Charlotte, Halifax, Franklin, Prince Edward and Lunenburg have all been more or less depleted, and some farmers report that all their hands have deserted. The worst of it is that a furor has THE NEGRO EXODUS PROM SOUTHSIDE VIRGINIA. ward and Linenburg nave at one in more or less up-pleted, and some farmers report that all their hands have desorted. The worst of it is that a furor has taken possession of the blacks, and emigration is becoming almost as popular as "leaving the old place" was just after the war,—Richmond Dis-patch, Jan. 31.

Discovery of Human Foot Prints in the Rocks at Turner's Falls, Mass.—Parties who have been making examinations of the monster bird and animal tracks in the old sandstone at Turner's Falls clearly and well defined, indented in the same strata with those of animals and birds. We believe geologists have generally denied the existence of man at the period of the world when these animal tracks were made. This new discovery may tend to throw new light on the hidden mysteries of geology. These parties propose to publish an account of their investigations, and have sent specimens of animal petrications, also cost, copper and iron ore found in this region, to New York, for scientific inspection.—

YACHTING.

NEW YORK YACHT CLUB.

First General Meeting of the Season of 1870-The Old Board of Officers Re-Elected-Communication from the Royal London Yacht Club-Miscellaneous Business.

The first general meeting of the New York Yacht Cinb for the current year, called to elect officers and for the transaction of miscellaneous business, was held at Delmonico's, Fourteenth street and Fifth avenue, last evening. There were representatives from almost every yatht in the club present, besides many gentlemen, not owners, whose representative interests in the prosperity of the association are sec-end to none. The satisfactory character of the meeting, and the pleasing unanimity of the entire assemblage, in the matter of the varied work before the club, augurs well for its future success. Com-

modore Henry G. Stebbins, presided.

After the disposal of routine business incident to this yearly gathering, there were elected five members and one honorary member-the Treasurer

The Treasurer, Robert S. Hone, and the Auditing Committee then presented their respective reports which were received with marked expressions of

satisfaction. This important action was the next business in order, but before it was proceeded with Commodore Stebbins briefly addressed the club, referring in com-plimentary terms to its career and the earnest interest which the officers, collectively, had taken in its success. The election by ballot then took place, with the result of a unanimous reappointment of the last year's officials. They are as follows:-

the last year's officials. They are as follows:—

Commodore—Henry G. Stebbins.

Vice-Commodore—Hungs G. Bennett, Jr.

Rear-Commodore—William Douglas.

Secretary—Hamilton Morton.

Treasurer—Robert L. Hone.

Meusurer—Alfred W. Craven.

Committee for June Regatta—Philip Schuyler,

Sheppard Homans, H. S. Babcock.

House Committee—Anson Livingston, George S.

Wison, Harry M. Morris.

When this result was announced Commodor Stebbins again arose and addressed the assemblage. He thanked the gentlemen for their kind and unanimous endorsement of his official career, and re-ferred in eloquent terms to the history of yachting in the United States, the part this club had taken t further the pastime, and hoped that the past would be but the index to the volume to come of their association's prosperity.

ANNUAL REGATTA.

It was resolved that the annual regatta of the club should take place in June next year, the date of the month discretionary with the Yachting Committee.

THE ROYAL LONDON YACHT CLUB.
During the varied business transacted Mr. Morton read the subjoined letter from the Secretary of the Royal London Yacht Club, which was received with

marked satisfaction:—

Westmineten Palage Hoffel, S. W., Jan. 12, 1870.

Dear Sir.—I have the pleasure to inform you that this club have appointed a match to take place on Monday, the lith of June next, from the Nore to Cowes, for pizes, value £103 and £50, which is open to vessels belonging to any American Yacht club, centre board vessels only being excluded, and the club will be most happy to receive the entry of any vessel or vessels belonging to your club. I have the honor to be, dear sir, yours truly, THOMAS GREGORY, Secretary.

Hamilton Morton, Secretary New York Yacht Club.

COMMITTEE REPORTS.

Messra, George L. Schuyler, Moses H. Grinnell nd F. Osgood, the committee appointed by Commodore Stebbins to take action in the matter of the challenge of Mr. James Ashbury, of the yacht Cambria, to contest for the possession of the challenge cup won by the America in the year 1851, presented their printed report, which was received with expression of approval. The many letters referred to in the report have already been published.

The club then adjourned, each member present feeling that it was one of the most satisfactory seesions held since their organization.

THE YACHT CAMBRIA.

What She Is and What She Has Done-Her Splendid Performances and Many Victories-Proparations for the Next Contest-An Eng-This yacht, the fastest in Great Britain, was built

by Ratsey, of Cowes, in the Isle of Wight, and aunched early in May, 1868. She was expressly designed for speed, and every expedient that experience could suggest was resorted to to ensure Length from stem to stern post, 108 feet; beam, 21 feet; tonnage for racing, 199 tons; draft of water, 12 test. The dimensions of her principal spars are:-Mainmast (hounds to deck), 61 feet; foremast, 56 feet 6 inches; main boom, 61 feet; main gaff, 33 feet 9 inches; fore gaff, 25 feet; bowsprit, 35 feet outside stem; maintopmast, 35 feet 6 inches; foretopmost 32 feet 3 inches: maintonsail vard, 32 feet and foretopsail yard, 29 feet. The construction of her bull is fanitless, her lines are beautifully fine and her symmetry is unequalled by any vessel affoat. She is built of oak with teak topsides-scantling, 7 Inches by 4 inches. Her interior fittings are of polished wainscot oak and are remarkable for their neatness and the good taste displayed in their decorations Twenty-one tons of lead ballast were melted and run into her, in addition to which she has about four tons of lead boited on her kees. No yacht has ever achieved such success and popularity in two seasons as the Cambria. Her reputation as the fastest schooner in the world has reached the utmost ends of the earth, verses have been written and sung th her praise, her portrait has been engraved on steel and painted in oils, and photographs of her find ready buyers; she is the icol of vacting captains. the pride of her owner and the clubs to which she belongs, and the hope and jey of the British nation. Her career as a racing craft has been most marve

lous and unprecedented. The Dally News, of England, writes as follows with reference to this ves sei:- "Mr. James Ashbury, the fortunate owner of one of the most brilliant of the racing schooners that adorn English waters, whose victories have been almost as frequent as the matches she has sailed in, and who defeated the American schooner yacht Sappho, band-over-hand, in the match round the Isle of Wight last summer—the famous Cambria, &c." Hunt's Fatching Magazine, of December 1868, speaking of this vessel says:-"On her first ap pearance in the Thames she was considered a beautiful model, but, owing, no doubt, to her want of proper trimming, was judged to be no fiyer. She has since reaped a world-wide fame, breaking all the 'cracks,' and gaining the championship or the seas."

Her first appearance as a racing craft was on the 2d June, 1898, when she had for competitors the Egeria, 152 tons; Gloriana, 133 tons, and Fleur de Lys, 100 tons. In this race the Cambria was the first to reach the winning post, but lost the prize, having to allow her smaller opponents time for difference

to allow her smaller opponents time for difference in tonnage.

On the 17th June, 1865, she started on the Thames agalaxis all the crack cutters, and it would have been a matter for surprise had she been otherwise than beaten when sailing against such vessels in Iresh water and on a river not naif a mile wide in places. Her next race was on the 30th June, from the Nore to Dover, and in this match the Condor, a new cutter of 129 tons, beat her, and in the return match she suffered a defeat at the hands of the Glorians; but naving completed her engagements on the Thames, and having unshipped her lead keel, we find her on the 6th August beating Egeria, Lufra, Onnara, Condor, Flona. Vanguard, Phryne, Diorie, Sphinx and Niobe. On the next day she is beaten only by the Aline, the Egeria, Lufra, Pantonime, Nyanza and Gelert suafering defeat by her. On the 11th Angust she leit a large fleet of yachts astern in the race, including the hitherto invincible Aline and the dreaded Condor, as well as Egeria, Flona, Nundi, Psyche, Dione, Niobe, Phryne, Albertine, Goshawk, Marina and Olimara. In the race to Cherbourg, on the 17th of August she lost her place as first to the Aline at the last moment, through an error in seamanship; but in the return race, from Cherbourg to Kyde, she led the Guinivere (a vessei of 100 tons more than herself), the Aline and Eggria round the winning post.

On the 4th of August French and English yachts were one and all beaten by her; but her crowning performance for the year 1856 was on August 25, when she sailed against the American yacht Sappho, beating her and at the same time the three fastest English vessels that ever were built—viz., the Aline, Onnara and the Condor. The result of this match endeared the Cambria to the British people. Henceforth she became a national object of delight—a vessel deemed fit to represent the nation of British in any macch for the championship of the sea. in tonnage. On the 17th June, 1863, she started on the Thames

her owner's plate locker, her spers were shifted and she sailed on a pleasure trip to Madeirs. On her arrival again in England her spars were taken out, as much ballist as possible removed, and she was hauled up on the patent slip of Mr. Hatsey, of Cowes, there to dry and have certain alterations made in her bow. These alterations consisted in padding the hollow in her bow with a three inch planking, and a very great improvement this padding proves. She was rather a bad sea boat, but now is one of the best afoat. After having been kept on the slip some mouths and being thoroughly dry she was again launched and fitted with her masts, which had been what is termed bored; that is, having had the middle bored out of them during the interim; she also had a lighter keel fitted than the one originally given her. By the time she was again fitted out the news had reached England that some American yachts were likely to come over and visit Cowes during the sumpler; thinking, therefore, that there might be a second edition of the famous "American yachts were likely to come over and visit Cowes during the sumpler; thinking, therefore, that there might be a second edition of the famous "American" among them, and that probably some of them would be induced to take part in the matches, the greatest care was manifested in fitting the Cambria, that being the vessel one and all put their trust in; a new and larger mainsait was given her, a little more hoist on the mast and everything gaw in the shape of rigging.

Notwithstanding the warning the Cambria received, in 1888, that vessels of her size should not attempt to race in a crowded river, where there is but half a mile between the muddy banks, she again put in an appearance in the Thames races and suffered for her temerity, as sine won only one second prize. Once in blue water again everything seemed to give way to her. On the 5th August, 1809, when saining for the cup presented by the tradesmen of Cowes sine one in the state of the country of the masts. Nothing could have ex

Fauvette.

On the 2d of January, 1870, the Cambria once more returned to Cowes, having experienced very heavy weather after leaving Gibrattar, during which she was hove to for four days, and behaved in a really wonderful manner. She is now laying off Mr. Ratsey's slip, on which she will shortly be hanied up to dry and prepare for the coming struggle against the bauntiess; every nerve will be strained both by her owner and her builder in endeavoring to reader her fit to meet such a formidable antagonist; more lead ballast will be given her, her builwarks will be raised forward, and if success depends upon the energy of Mr. Asibury or the anxiety of Mr. Ratsey the Cambria will be the one aiready decided upon will try not only the saling qualities of the vessels, but the seathanashlp of their respective crews, and, be the result what it may, the fact that the fastest vessel in England is to sail a match against an American yacht, where the experience of local pilots will not avait, and where nothing but speed and seamanship can be brought to bear, must give an absorbing interest in the race on both sides of the Atlantic.

THE BURLINGAME-CHINA MISSION.

Diplomatic Relations Between Prussia and China-Count Bismarck's Explanatory Despach to Minister Burlingame.

The following is the complete text of the despatch

lately addressed by Count Bismarck to Minister Burlingame, on the subject of the state of relations existing between North Germany and China, and which was referred to in a cable telegram to the

which was referred to in a cable telegram to the Herald:—

Berlin, Jan, 17, 1870.

To His Excellency Anson Burlingame, Envoy Extraordinary and Minister Fleinpotentiary of His Majeacy the Emperor of China:—

Your Excellency—I have the honor to acknowledge the receipt of your letter of the 4th inst. referring to our conversation of the same and the preceding day. While bearing witness to the accuracy of the recital of what you said, I willingly comply with your request by referrating, in substance and placing upon record what I answered you.

It is a matter of great satisfaction to me that I should have received the first direct diplomatic communication from the Chinese government to this country, and I trust that the intercourse thus established, in accordance with the law of nations, will prove equally beneficial to both parties. The reception you have met with here and of which you and the other members of the embassy have been pleased to convey to me so warm an acknowledgment, testifies the sympathy of the German people with China and its desire to cultivate with her the most friendly relations. I am happy to add that the North German Confederation and his Majesty the King, my gracious sovereign, being the head of the same, will not cease to observe a policy concurring with that popular disposition. They are convinced that in the intercourse of our respective countries the interest of Germany will best be served by what is conducive and necessary to the well being of China—that is to say, the activity of a central government enjoying respect, authority and power commensurately to the magnitude of the empire, both in territorial extent and number of population.

By maintaining order and security of life and property throughout the ream such a government will afford the best guarantee for fair and equitable deal-

tade of the empire, both in territorial extent and number of population.

By maintaining order and security of life and property throughout the realm such a government will afford the best guarantee for fair and equitable dealing on the part of the servants and subjects of the Emperor, the most effications and universal protection to our countrymen resorting or trading to China, the safest way to secure the execution of treaties and to obtain redress of grievances.

When unharassed by internal dissensions and foreign condicts the government would naturally concentrate its energies upon the further development of the boundless resources of the country, industry at home and commerce abroad would grow together, and increasing prosperity would, it may be trusted, strengthen the hands and fortify the determination of the government to follow up the policy of active intercourse, of smity and mutual confidence with foreign nations as indicated by your mission.

Resting upon those suppositions the North German Confedencial will act the same and to such a suppositions the North German Confedencial will act to the country and the same as a supposition of the government to follow up the policy of active intercourse, of smity and mutual confidence with foreign nations as indicated by your mission.

Resting upon those suppositions the North Ger

Resting upon those suppositions the North German Confederation will ever be ready to suit its attitude to the exigencies of that authority, the impairing of which in extent or intensity would open a prospect difficult to imagine but certainly the reverse of what the interest of the Western Powers, in the growth of commerce and spread of civilization, demands.

I avail myself of the opportunity to renew to your Excellency the assurance of my highest consideration.

BISMARCK.

THE SPANISH-GUBAN QUEL AT NIABARA FALLS. Another Meeting-Rumored Death of the

Another Meeting—Rumoved Death of the Cuban.

[From the Rochester (N. Y.) Union and Advertiser, Feb. 1.]

Some time last summer a Spaniard and a Cuban, the first named connected with a paper in New York City, fought a duel in Canada, near Niagara Falls. The Cuban was seriously wounded, it will be remembered. Yesterday it was rumoved at the Falls that the same parties on Friday last had another "set-to" of a similar character, in about the same locality, in which the Cuban was instantly killed. After the termination of the affair, it is reported, the parties quietly returned to this side, conveying the body of the dead Cuban to the depot, where they took the train again for New York.

SHIPPING NEWS.

Almanac for New York-This Day.

Sun rises...... 7 07 | Moon rises.....eve 9 26 Sun sets. 5 21 | High water eve 11 15 Weather Along the Coust.

FRBEUARY 3
Weather. 17
Showing...
Snowing...
Cloudy...
Cloudy...
Clear...
Clear... Vilmington, Del. ashington. chmond... Mobile New Orleans Havana....

PORT OF NEW YORK, FEBRUARY 3, 1870. Herald Packages.

mar The office of the HERALD steam yachts THE HERALD AMES and JEANNETTE is at Whitehall slip. All communications from owners and consignees to the masters of inward bound vessels will be forwarded free of charge. OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTH OF FEBRUARY.

Sails | Destination. | Cambria. Peb 5.
City of London. Peb 5.
Fitna Peb 5.
Petra Petra Peb 9.
Atalanta Peb 13.
City of Wash'in Peb 13.
City of Wash'in Peb 14.
Angila Peb 16.
Cella Peb 36.
Cella Peb 36.
Columbia Peb 36. 7 Bowling Gree 15 Broadway. Glasgow Liverpool
Cliagow

CLEARED.

Sicamahip Paimyra (Br), Watson, Liverpool via Queens-own-C G Franckiyn. Stramship Columbia, Van Sice, Havana-Atlantic Mail teamship Columbia, Van Sice, Havana-Atlantic Mail p Tennessee, Chichester, Charleston—H R Morgan mship Rebecca Clyde, Price, Wilmington, NC.-James

and.
Steamship Saratoga, Couch, Norfolk, City Point and Richond—Old Dominion Steamship Co.
Steamship Chesapeake, Johnson, Porlland—J F Ames.
Steamship Ashland, Crowolf, Roston—W P Clyde.
Bark M W Brett, Slanchard, Cardenaa—Feett, Son & Co.
Bark Almira Coombs, Wilson, Sagua—Boriand, Dearborn

Co. Brig Umea (Swe), Ostrom, Rio Janeiro-Funch, Edye & D.

Brig Ed Rowe, Cruse, Trinidad—J W Eiwell & Co.
Brig H G Berry, Colson, Havana—J E Ward & Co.
Brig Anita Owen, Putlingall, Matanzas—Thompson

Brig Clie (Br), Marsh, Matanzas—Peniston & Co. Brig Union (Br), Eaton, Harper Grace, NF—II J De Wolf rig A Richardson, Wright, Apalachicola-Snow & Rich-Schr M E Amsden, Lavender, Sagna—E Croweil & Co. Schr A B Baxter (Er), Mason, St Johns, Nf —J Edmiston & Schr Varons, Sawyer, Brunswick—T M Maybew & Co. Schr Robert Caldwell, McCormack, Charleston—N L Mo

Schr D Collins, Collins, Wilmington, NC—Overton & Hawcins. Schr E H Naylor, Naylor, Wilmington, NC-Overton & lawkins, Schr M E Elliott, Buell, Norfolk—C E Staples. Schr E H King, Bragdon, Baltimore—J W McKee. Schr M J Fisher, Lawrence, Baltimore—J W McKee. Schr Curtis Tilton, Hughes, Elizabethport—Overlon.

Schr Horace L, Traner, New Haven—G K Rackett & Bro. Schr G A Brown, McGulre, New Haven—G K Rackett & Sloop Blackstown, Worden, Providence—H W Jackson &

ARRIVALS

REPORTED BY THE HERALD STEAM VACHTS. REPORTED BY THE HERALD STARM VACHINS.

Steamship Nebrasks. (BT), Gandr , Liverpool Jan 20, with mose and 64 passengers, to Williams & Guloo. Had very heavy westerly gales most of the passage.

Seamship Etna (Br), Lockhead, Liverpoof and Queenstown via Boston, with mose, to John 6 Dale.

Steamship Fab-Kee, Steele, Bermuda, 4 days, with mose and 12 passengers, to J Norman Harvov. Encountered two very severe westerly gales, one on the 31st uit, blowing with great violence for about 12 hours. The Fab-Kee brings forward the balance of the cargo of the Austrian ship Figita Alessandra. Mard the balance of the Carlo of the Alexandra. Steamahip Virginia, Kennedy, Galveston Jan 25, via Key West 28th, with midse and passengers to C if Mallory & Co. Feb I, lat 33 Il N, ion 76 44 W, passed selvr R W Huddell, bound north : same day, lat 33 M N, long 76 38 W, passed bark Henry R Lord, bound north.

Steamahip Isaac Bell, Bourne, Richmond, City Point and Norfolk, with midse and passengers, to the Old Dominion Co.

Co. Steamship Valley City, Beadell, Georgetown, DC, with mose and passengers, to Phillips & Brown.

Barx Mary Lucretta, Hendricksen, Cadiz, 30 days, with salt, to Woodrull & Robinson; vessel to J T B Maxwell. Had fine weather.

salt, to Woodran's & Robinson; vessel to J T is Maxwell. Had fine weather.

Hark Honduras (Br), Hexford, Buenos Ayres Dec 2 and Montevideo 4th, with hides, &c, to F Alexandre & Son. Grossed the Equator Jan 18 in lon 42 39; first part of passage had light NE winds, latter part easterly winds. Dec 27, lat 20 18 8, ion 34 19, spoke bark Neversink, from Rio Janetro for New Orieans; same time, bark Wavelet, from 40 for Hampton Roads, and brig Egil (Nor), from do for New Orieans, and was in company with all Jan 6; Dec 30, lat 13 48 8, ion 34 20, spoke brig Aurora (of Windsor, NS., trom Buenos Ayres for 81 Thomas; Jan 6, lat 10 8, lon 25 40, was in company with bark Wheatland, from do for New York; 224, lat 17 N, jon 61 10, saw sort Helen Lee (of Bernuda), steering for 8t Thomas; 20th, lat 37, lon 75, schr Columbia, steering SSW.

17 N, lon 61 10, asw schr Helen Lee (of Hermuda), steering SSW.

Bark Wheatland (of Baltimore), Bursley, Buenos Ayres Dec 11, with hides, &c, to Dowley, Corners & Co. Crossed the Equator Jan 12; had rough weather; was 8 days north of Bermuda; Jan 5, lat 12 17 S, lon 33 18, spoke bark Neversink, from Rio Janelro for New Orleans.

Brig Antelope, Rumball, Palermo, 56 days, with fruit, to Lawrence, Gifes & Co; vessel to F Talhot & Co. Passed Gibraltar Dec 29; had variable weather; been 8 days north of Hatteras. Jan 18, lat 26, lon 56, spoke bark Mary Her (Ital), from Falermo for Fhiladelphis, 66 days out; 24th. lat 28 30, lon 72 16, brig H II Wright, from St John, NB, for Matanzas.

Eanras.

Brig Stella Lodge (Br), Allen, Matanzas 10 days, with sugar and molasses, to order; vessel to H J de Wolf & Co. Had fine weather; was four days north of Hatteras.

Senr C H Keiley, Reed, Pensacola, 20 days, with lumber, to Jed Frye & Co. Jan 51, off Hatteras, spoke brig Wm Creevy, from Havans for New York.

Sehr Mary J Russell, Smith, St Marys, Ga, 10 days, with lumber, or master. lumber, to master.
Schr William Tice, Tice, Newbern, NC, 8 days, with naval stores, to Jonas Smith & Co.
Schr W Haig, Brown, Newbern, NC, 8 days, with naval stores, to Thomas, Holmes & Co. Passed Through Hell Gate,

Passed Through Hell Gate,

EOUND SOUTH,

Schr Samuel Sawyer, Elwell, Gloucester for New York,
Schr Ametha, Beebe, Providence for New York,
Schr Antha, Smith, Frovidence for New York,
Schr J Anderson, Doyle, Providence for New York,
Schr J Anderson, Doyle, Providence for New York,
Schr Genry Castoff, Dumont, Newport for New York,
Schr Gunnetticht, —, Norwich for New York,
Schr Gunnetticht, —, Norwich for New York,
Schr Susan, Hodgdon, Alew Haven for New York,
Schr Magara, Morton, Bridgeport for New York,
Schr Kniege, Schr Jill, New Haven for New York,
Schr Kniege, Stamford for New York,
Schr Kniege, Martin, Bridgeport for New York,
Schr Knieg, Morton, Stamford for New York,
Schr Bott, Morton, Stamford for New York,
Schr Bailt, Holmes, Greenwich for New York,
Schr Mail, Holmes, Greenwich for New York,
Schr J H Young, Berritt, Cold Spring for New York,
Schr Margaretta, Parker, Glen Cove for New York,
Schr Margaretta, Parker, Glen Cove for New York,
BOUND EAST,

Bark Isaac F Pearson (Arg.), Oliver, New York for Port-and, to load lumber for Buegos Ayres. Is at anchor in Bark Isaac F Pearson (Arg.), Oliver, New Rota to Robant, to load lumber for Buenos Ayres, Is at anchor in Flushing Bay.

Schr Steau Scranton, Palmer, Virginia for New Haven. Schr Steau Scranton, Palmer, Virginia for New Haven. Schr Steau Scranton, Palmer, Virginia for New Haven. Schr A G Pease, Slater, Virginia for Fatharon.

Schr A G Pease, Slater, Virginia for Fatharon.

Schr E M Story, Ellis, Virginia for Fatharon.

Schr E M Standish, Rich, Baltimore for Boston.

Schr Mary Standish, Rich, Baltimore for Boston.

Schr Piscataqua, Humphrey, Baltimore for Boston.

Schr J Baker, Baker, Elizabethport for Providence.

Schr Kapellie, Rockel, New York for Riker's Island, to load bone dust for Charleston.

Schr A M Lee, Dukes, New York for Riker's Island.

Schr Gentile, Banney, New York for Portland.

Schr Gentile, Banney, New York for Portland.

Schr J S Swan, Anapp, New York for Providence.

Schr Light Boat, Wood, New York for Boston.

BOUND EAST.

Ship Sunrise, Luce. from Callao Oct 14, via Hampton Roads. (Was spoken Feb 3, off the south end of the Wood-lands, by pitot boat David Mitchell, No 3).

SAILED.

Steamsbips Palmyra, for Liverpool; Columbia, Havana; Iterman Livingston, Savannah; Tennessee, Charleston; Saratoga, Etchmond, &c.
Also selled, ships S Curling, for Callac; S L Fitzeerald, Matanzas; barks Lynd, Antwerp; Aliz, Maraetiles; Scottish Bride, do; brigs Warthuisen, Seville; Scottand, Buenos Wind at sunset NNE, fresh.

Shipping Notes.

The Inman line steamship City of London, Captain Tib-bits, will leave pier 45 North river at 9 AM to-morrow for Queenstown and Liverpool. The steamship Virginia, Captain Thomas, of the National

line, will sail to-merrow merning, at 8 o'clock, from pier 47 North river for Liverpool via Queenstown. The Anchor line steamship Cambria, Captain Carnaghan, will leave pier 20 North river at 12 M to-morrow for London-derry and Glasgow.

The steamship Pereire, Captain Duchesne, of the General

Transatiantic line, will sail from pier 50 North river to-mor-row for Breat and Harre.

The Merchants' line steamship Crescent City. Captain Norton, will sait from pier No 12 North river at 3 PM on Saturday, 5th inst, for New Orleans direct.

Marine Disasters. STRANSHIP BRUNETTE-The Atlantic Submarine Wreck STEAMBHIP BEUNETTE—The Atlantic Submarine Wrecking Company's steamer Lackawanna, in charge of Superintendent Captain Waters, went in search of steamstip Bruhette, sunk off Squan, NJ, in collision with steamanip Bantingo de Cuba on night of its inst, and has roturned and reports that after sweeping found the steamer, sent down divers, cleared up the wreck and placed buoy, marked "Alantic Sabnarine Wrecking Company, 62 South at, on the wreck, the weather being too heavy to continue operation to save eargo. The company have since despatched their schoener ida Grant, with a large force of men and materials, hoping to save most of the steamer's cargo.

STEAMBHIP CUSA, Dukchart, which sailed from New Orders in inst for Buitmore via liavana, returned to the former port 21 inst for repairs, having broken her propeller.

Ship Transett, from Liverpool, before reported ashore near Highland Light, arrived at Boston this (Sd) AM, leaking singhtly.

BARK CARLOTTA (Br), Merrill, from Cadiz for Boston.

BARK CARLOTTA (Br), Merrill, from Cadiz for Boston, which put into Bermuda in distress, will probably be condemned. A part of the cargo had been sent forward on the 28th ult in sent Amber.

BARK MARY & LOUISA, from St. Marys, Ga, for Monte-video, which put into Bermuda. In distress, was to be sold at auction. Her cargo would go forward in the brig T A Dar-rell. BARK MARY C DYER, from St Marys, Ga, for River La Plata, before reported at Bermuda in distress, would proba-bly be condemned.

bly be condemned.

Bule Sarah A Holdbrook (Dan), Borstell, from New York for St Thomas, which put into Bermula 7th dit leaky, reports:—On the Sth experienced a very heavy gate in the Guif Stream, which blew away and spit many of the sails, wind blowing from St and suddenly sailted to NW, with a tremendous high cea, in which the vessel rolled and labored heavily, causing her to leak at the rate of 1200 strokes per hour. During the gale some floating material struck the vessel on the port side amidships, and did considerable damage. BRIG ACADIA, Tibbets, from Port Medway for Demerara, with lumber, put into St George's, Bermuda, on the 26th ult leaky.

Sour Locchoo-About two-thirds of the cargo (oats) of schr Locchoo, from New York for Boston, recently sahore at Holmes' Hole, is damaged. Miscellaneous We are indebted to purser Smith, of the steamship Fah Kee, from Bermuda, for his attentions.

STRAMSHIP FAH-KEE, from Bermuda, has on board the balance of the cargo of the ship Figlia Alessandra, from Marseilles for New York, which put into Bermuda in dis-

Spoken. Schr Wilhelmine, from Havana for St John, NB, Jan 30 lat 39 50, ion 73 50 (by pilot beat James Avery, No 9.)

lat 30 50, ion 73 50 (by pilot beat James Avery, No 9.)

Foreign Ports.

BERMUDA, Jan 24.—Arrived, brigs T H A Pitt, Locke, NYork; T A Darrell, Paine, Boston; schr Hound, Nash, NYork.

Sailed 25th, bark Eliza Barss, Vesey, NYork; 28th, schr amber, Boston.

In port Jan 30, ship Figlia Alessandra (Aus.), from Marcilles for NYork, disg; barks Mary C Dyer, Johnson, from 8t Marys, Ga, for River Plate, disg; Mary & Louisa; Parmelle, from do for Montevideo, do; origs T A Darrell, Paine, for Montevideo, Hg cargo from bark Mary & Louisa; Louisa; Louisa; Tuxo, for River Plate, Idg cargo from bark Mary & Louisa; Louis

others.
CIENTURGOS, Jan 18—Arrived, brigs H B Emery, Small,
Boston; Jiss, Laurella (BP), Ryan, Montego Bay, Ja; Aligs
(Br), Givan, Bi John, Mary
Sanied Ziel, brig Mary Fanning, Boston; sehr Linds, Sbaisa,

terns.

HALIPAX, Jan 28.—Salled, steamship City of Boston, Halcrow (from NYork), Liverpool.

Liverpool. Peb 2.—Arrived, ships Chas H Marchall, Marchall, Nfork; Constitution, Dutten, Savannah; 3d, Gardner Colby, Dunbar, New Orleans.

MATANAS, Jan 28.—Salled, barks Abbie Craig (Br), Shank, NYork; Kate Agues (Br), Black, do; brigs Tieloire (Br), Fourning, for a port north of Ratterns; 28:10, OM Reynolds (Br), Dick, do; Enterprise (Br), McIntosh, Baltimore.
SOUTHAMPTON, Feb 3—Arrived, steamship Bremen, Leist
New Orleans via Havana for Bremen.
TRINIDAD, Jan 22—Sailed, brig Antilles, Thestrup. Bos

YARMOUTH, NS, Jan 25-Arrived, schr Thos Bugley, Wy-man, NYork. American Ports. BOSTON, Feb 2-Arrived, schr Chas F Mayo, McMullen, BOSTON, FOB 2-AITIVEA, SCH CHAS F SHAYO, MCMILLER, Ballimore, Cleared.—Steamships Oriental, Snow, Savannah; Tripoli, Hains, Liverpool via Nyork; St. Louis, Babson, New Orleans; Arles, Wiley, Philadelphia; Nereus, Bearse, Nyork; Darks John H Pearson, Taylor, Sagua; Chief, Harding, do; Aurelia, Baker, New Orleans; brigs J H Lanc, Shule, Matanzas; Halitenno Ep, Murison, Cape Town, CiH; schre Z L Adams, Robbins, Philadelphia; Dirigo, Saow, Savannah; Commerce, Evans, Nyork.
Sailed.—Steamships Oriental, Arles, and Nereos; ship Quintero. Ship Margaret and bark Aurelia started, but anchyged in the roads, and remained at sunset, with brig Abby, also bound out.

chored in the roads, and remained as sumes,
also bound out.

3d - Arrived, bark Abd-el-Kader, Ryder, Constantinople;
brig Eagle, Wisson, Port au Primee. Below, brig David
Owen, Charleston for Weymouth.

BALTIMORE, Feb 2-Arrived, barks Chanticleer, Beaver,
Havana via Rustan; St. Lawrence, (Br., Steed, Demerars,
Gustav Adolph (Swed), Laiser, Batavia; brigs Theresa (NG),
Bruning, Rio Janeiro; Torrid Zone (Br., Murray, Dumarars;
Pactileo (Ital), Savarese, Palermo: Italia (Br.), Robinson,
Ponce; schra Clara, Cox, NYork; Freeman, McIntosh, Pro-

Ponce; schrs Clara, Cox, NYOFK; Freeman, McIncoba, Frovincetown,
Cleared.—Schrs Louisa D (Br), Wagner, Cardenas; Ada
Ames, Ames, Savannah; Clara, Lox, Hoboken; J W Vanaman, Sharp, Boston; V A Coombs, Coombs, Charleston.
2d.—Arrived, bark Maria Angela (Ital), Firagno, Palermo;
brig Harry, Sedgley, Matanzas.
8id ist, schr Marguerite.
REUNSWICK, Ga, Jan 21.—Arrived, schr Mountain Laurel, Atwater, NYork.
2d.—Arrived, ship Moravia, Patten, Bavannah; brig Julia
D, Harding, NYork, to load for Rio Janeiro.
2th.—Salled, brig Affarata, Wallace, Kingston, Ja.
2th.—In port bark Kjukan (Nor), Androsaon; schr Jed
Fryo, and the above arrivals.
BRISTOL, Feb 2—Salled, schr Santa Martha, Harding,
NYork. BRISTOL, Feb 2—Sailed, sonr Santa Marica, Institus, Nyork.
CHARLESTON, Jan 23—Sailed, sohrs Azelda & Laura, MoIndo, and W H Steele, Buck, Baracoa.
Sist—Arrived, sohrs Florence N Tower, Perry, and Hyne,
Glover, Nyork.
Sailed—Bark Atlantic. Vernam, Liverpool; schrs Saud,
Norgan, Navassa; Marian Gage, Shepherd, Wilmington, Feb 3-Arrived, schrs Oakes Ames, and A C Buckley, New York.
Sailed—Steamships Aragon, Liverpool; South Carolina,
NYork; brigs Lady Peric, Havre; Union, Barcelona.
GALVESTON, Jan 26—Arrived, bark Niord, Swensen, Car-

GALVESTON, Jan 29 Arrived, bark Nurd, ovensen, Cardiff.
Cleared—Brig Hitterdoelen (Nor., Iverson, Liverpool; schr
G B McFariand, McFariand, NYork.
27th—Arrived, brig M C Rosevelt, Call, Boston.
Cleared—Ship Elsinore, Clark, Liverpool.
HOLMES' HOLE, Feb 1, FM—Arrived, schrs Chas E Raymond, Higgins, Charleston for Boston; Isabel L Peirce,
Peirce, and Alice B Higgins, Higgins, Tangter, Va. for do;
Edward Rich, Barker, James River, Va. for do; Rmma L
Rich, Jenkins, Nanticoka River, Va. for do; White Swan,
Collins, Nyork for do; Vulcan, Small, Manhattanville for
Pembroke; Persis L Smith, Bunker, South Amboy for Portland. land.

ad-Arrived, brig Maggie Gross (Br., Gross, Cienfuegos for Portund; schrs A. H. Catn., Simpson, Philadelphia for do; Deiaware, Henderson, Nyork for do; Goyo, Peikering, do for Bucksport; Ned Sumter, Shaw, do for Sagna; Kit Carson, Rich, St Mary's, Ga. for Bosion; Charlotte Fish, Williams, Blattimore for do; Samue Fish, Teel, James River, Va, for

Baltimore for do; Samuel Fish, Teel, James River, Vs, for Yarnouth, Me.

§ AM—Sailed, brigs David Owen, Eagle (Br); sonrs Gold Hunter (Br), Falco (Br), Margaret Ann Br), Inabel L Petrea, Alice P Higgins, Edward Rich, Enma L Rico, White Swan, Vulcan, A. H. Calm, Delaware, Corvo, Ned Sumter, and Kil Carson. Carson. KENNEBUNKPORT, Jan 20—Sailed, ship Empire (new, KENNEBUNKPORT, Jan 20—Sailed, ship Empire (new, of Boston, 8588, 131.33 tons), Lecke, St John, NB, to load for Liverpost, MOBILE, Jan 29—Cleared, ship Alisa (Br), McNeil, Pensa-

for Liverpool.

MOBILE, Jan 23—Cleared, ship Alisa (Br), McNell, Pensacola.

NEW QRLEANS, Jan 29—Arrived, ships Aracana (Br),
Mortison, Liverpool; Albert, Meyers, Dieppe, France; Thos
Freeman, Owens, Pensacola; Gatineau, Cummings, Liverpool; barks John Geddie, McDougall, do; Du Cognatt,
Marussia, do; schrs JG Whipple, Goodspeed, Rustan Island;
Vimento, Gilando, Vera Cruz. Below, coming up, ships
Caledonia, Carter, from Liverpool; Cora Linn, Lamont, from
do; Delithaven, Lee, from Newport; Speculator, Wilson,
from do; Omaha, Iverson, from Liverpool; barks Morens,
Blandford, from do; Annie Royden, Nuchclson, from do.
Cleared Steamships Victor, Gates, Nyork; Sherman,
Quick, do; Mariposa, Kemble, do; ship Republic, Upton,
Havre; bark Sarah E Kennedy, Dunean, Havana.

SOUTHWEST PASS, Jan 23—Arrived, sieamship Juniala,
Hovie, Philadelphia Via Havana; ships Cora Linn, Lamont,
from Liverpool; Bruce, Frazer, from Glasgow.

Sailed-Steamship Kensington, brig Magin.
NORFOLK, Jan 31—Arrived, schrs Dwight Davidson,
Smitt; Albert Field, Pettit, and Henry Middleton, Brown,
Nyork; sloop frenc, Smith, do.
Feb 3—Arrived, steamship Gulf Stream, McCreey, Key
West for Nyork, short of coal.

Sailed-Steamship Blackstone, Boston; ship Henry Pelham, Liverpool.
NEWPORT, Feb 1, PM—Arrived, schrs Isaac Anderson, ham, Liverpool.

NEWPORT, Feb 1, PM-Arrived, schrs Isaac Anderson,
NewPort, Feb 1, PM-Arrived, schrift, schrift Nork, Providence for Intra-company, NYork, NORWICH, Feb 1-Arrived, schr J II Youmans, Gilder-

NYork.

NORWICH, Feb 1—Arrived, schr J H Youmans, Gildersleeve, Elizabethport.

NEW LONDON, Feb 1—Arrived, schr Jacob Raymond, Holt, Elizabethport.

Sailed-Schrs Jas Engliah, Barker, and Amos Falkenburg, Terrill, Elizabethport for Providence; White Swan, do for Got Vulcan, do for Soston; J A Youmans, do for Norwich; sloop Oregon, Wilson, NYork for Providence.

NEW HAYEN, Feb 2—Arrived, schrs Chas Miller, Butler, Virgiuia; Lady Adams, Evana, Elizabethport; Fashton, Davis, NYork.

Cleared—Brig Gambis, Kelly, Cuba; schrs Fred Tyler, Elizabethport; Mauna Loa, Talbot, Porto Rico.

PENSACOLA, Jan 22—Arrivel, bark White Cloud (Br), Hunter, Plymouth, E; 24th, ships Marion (Br), Armstrong, Liverpool; Nelson (Br), Walls, London; Eleanor (Br), Dunn, Belfast; baris Laurel (Br), Taylor, Aberdeen; Canada (Br), Simmens, Cork; Esta, ships Argo (Br), Michell, Plymouth, E; 25th, Lady Milton (Br), Leesle, Greenock; Marmadi (Br), Coward, and Maritana (Br), Oordon, Mobile; brig Frank Clark Keen, do.

Cleared Ed, schrs C C Bearse, Hodgdon, and Irvine, Diggins, Havana; Jaioe Emson, Van Cleaf, Matanzas; 24ti, stips Superior (Nor), Roed, Liverpool; Napoleon (Nor), Hearicksen, Genoa; brig Sullivan, Perry, Matanzas.

PHILADELPHIA, Feb 2—Arrivel, brig J Bickmore, Henley, Cardenas.

Cieared—Schr Queen of the West, Beatty, Cardenas.

Brig Abby C, Titcomb, for Samana Hay, and schr Emma G, for Cardenas, went to sea on Wednesday.

PORTLAND For I Cleared, sohr Fred Walter At

PORTLAND, Feb 1—Cleared, sohr Fred Walter, Atwood, Norfolk.
Salied—Bark Tatay; brigs Gipsey Queen, and Konnebec schrs Fred Walter, Bob. Chillon.
PROVIDENCE, Feb 2—Arrived, schrs L & M Read, Steel-man, Newcastie, Del; Chas A Grainer, Harvay; Wm & Morrill, Low, and Redonde, Whittemore, Elizabethport.
Salied—Schrs M A McGaban, Cail, Philadelphia; Thmonse, Whitmore, Norfolk; Prudence, McCobb, and Ocean Wave, Bryant, NYork.
RICHMOND, Fab 1—Salied, schr Arctic, Whitten, Boston.
SAN FRANCISCO, Jan 24—Salied (not previously), ships John Bright, Hadley, Callaci; Bertha, Humpbrey, Liverpool (not 27th); Royai Edward (Br), Shaw, Liverpool (not 27th); Royai Edward (Br), Royai Edward Salisbury, Portland. WINTERPORT, Jan 24-Sailed, schr Bagaduce, Mead, Cardenas.

MISCELLANEOUS.

BRAEANT. Seals for sale at the theatre, Schirmer's, 701 Broadway, and 114 Broadway.

Seats for sale at the theatre, Schirmer's, 701 Broadway, And A. It is a common represent to medical men that they are more "old forgish." or more anti-progressive than any other class of people. This censure will not apply to the celebrated Dr. J. H. SCHENCK, of Philadelphia, whose discoveries in medical science entitie him to the praise and graditude of the whole civilized world. For two innovations, in particular Dr. S. deserves the highest credit. He has exploded the old concett that consumption is incurable, and he has proved that calonuel (the most dangerous and persistent article in the pharmacopeels) may be dispensed whis in needical practice. Dr. SCHENCK offers a valuable substitute for calomal which is proved, by much experience, to answer all the parposes to which the mineral poison is supposed to be adapted and, at the same time, it is proved to be perfectly harmless in its operation. This remedy is comprised in SCHENCK's MANDRAKE PILLS. As a certain cure for consumption Dr. SCHENOK'S medicines have been tested for more than a quarter of a century by innumerable experiments, beginning with the case of Dr. SCHENOK himself, who, from what appeared to be the very last stags of pulmonary disease, was restored to robust health by the use of those medicines. Full directions accompany each.

Price of the Pulmonic Syrup and Seaweed Tonic, each \$1.50 peacette, or \$7.00 a half descent. Sandrake Fills, 35 cents booff. For sale by all drugglats.
JOHN F. HENRY, No. 8 College place, Wholesale Agent.

VISIT TO MY ESTABLISHMENT WILL CONVINCE A VISIT TO MY ESTABLISHMENT WILL CONVENCY
the public that I have the most extensive assortment of the public data, Crokery, Guilery, Silver Flated Ware,
Gooking Utenslin, Refrigerators, &c.,
In the United States,
At lower prices than any other house in the city,
First remium medal and
Diploma for Silver Plated Ware,
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